



International Civil Aviation Organization
Flimsy

**Twenty-Fifth Meeting of the Regional Airspace Safety Monitoring Advisory Group
(RASMAG/25)**

Video Teleconference, 27 – 30 October 2020

Agenda Item 5: Airspace Safety Monitoring Activities/Requirements in the Asia/Pacific Region

PARMO RVSM LONG TERM HEIGHT MONITORING BURDEN

(Presented by PARMO)

SUMMARY

This flimsy provides an update to the burden results provided in RASMAG/25 WP33 by PARMO. The numbers were reduced via monitoring done using Space-Based Automatic Dependent Surveillance – Broadcast (SBA) data.

1. INTRODUCTION

1.1. The FAA signed a one-year agreement with Aireon for access to Space Based Automatic Dependent Surveillance – Broadcast (SBA) data for non-operational data evaluation. PARMO pursued and received permission specifically to use available SBA data to provide monitoring for aircraft that had been identified in the burden results generated for RASMAG/25. This permission was not received under after the due date for RASMAG/25 papers, and so the results provided in WP33 do not include aircraft monitored using SBA. This flimsy updates WP33 to include that monitoring.

2. DISCUSSION

2.1. Table 1 provided in WP33 shows a total of 11 aircraft that had not been monitored with the two years as of 02/06/2020. This included 8 aircraft from New Zealand and 3 aircraft from the Republic of Korea.

2.2. Appendix A lists the details by State. The total of 13 includes one additional aircraft from the Cook Islands (NC). This aircraft was monitored using SBA just prior to submitting WP33 and the entry in Appendix A was an oversight.

2.3. SBA data for all of the 8 aircraft listed in Table 1 and Appendix A under New Zealand was located and processed. All aircraft had acceptable ASE, and will have monitoring dates from October 2020 included by PARMO in the next update of the Regional Monitoring Agency (RMA) shared database.

2.4. One of the three aircraft identified in Table 1 and in Appendix A has been exported to Brazil, reducing the resultant burden to 2.

2.4.1. SBA data for the additional two aircraft from the Republic of Korea identified in Table 1 and in Appendix A has been identified, however, some additional analysis is required before these results can be approved. These will remain in the PARMO burden results, but it is expected that these will be removed prior to the next PARMO update.

2.5. An updated version of Table 1 is provided below.

State	Total # of Approved Airframes	Resultant Monitoring Burden (# Airframes)	Total # of Airframes Not Monitored within two years as of 02/06/2020
Cook Islands	1	1	0
Fiji/Tonga	13	6	0
Kiribati	0	0	0
Marshal Islands	0	0	0
Micronesia	0	0	0
New Zealand	87	24	0
Republic of Korea	487	69	2
Samoa	0	0	0
NAARMO Total	548	100	2

3. SUMMARY

3.1. SBA data was used to reduce the monitoring burden reported by PARMO for Cook Island and New Zealand. The burden for the Republic of Korea was reduced based on a fleet reduction by one of the operators. The table provided in this flimsy represented the most current PARMO burden summary.

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